

Intimation.



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A. S. WATSON & CO., LIMITED,
HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

[38]

BIRTH.

On November 18, 1909, at Shanghai, the wife of T. P. Bishop of twin daughters.

On November 18, 1909, at Shanghai, the wife of E. R. Hooper, Esq., of a daughter.

On November 18, 1909, at Shanghai, the wife of J. Ross Voehr, of a daughter.

On November 18, 1909, at Shanghai, to the wife of Mr. S. Zimmerman, a daughter.

MARRIAGE.

On November 17, 1909, at Shanghai, George Douth Rea, of Shanghai, to Katherine Louise, daughter of George Thomas Iach, of Liverpool.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, NOV. 24, 1909.

WITHOUT AUTHORITY.

That instrument known as the "muck-rake"—not the American variety of the article—is greatly patronised by the Sanitary Board of Hongkong, especially in the matter of graves, cemeteries and garbage. At meeting after meeting the members have held high revel among the graves of "professing Christians" and others who might be Chinese, Japanese or even Zoroastrians, the only section of the community for whom nobody would say a word being the frankly-declared infidel. The contagion spread to the Legislative Council for a space and members of that august body wrangled in the friendliest fashion over the merits of those who should be buried in this, that or the other part of the cemetery, which is described as the one and only "Colonial." As we have said before, it matters not in the slightest to us whether we are dumped in the sea or walled in an aeroplane of fire to the next world when we have quite finished with this sphere, but others hold different views which have to be taken into account. For that reason we cannot help being interested in the proceedings of the Sanitary Board when the members dig among the graves and differentiate between those who have only lived a few years in the Colony and those who, to use a Scottishism, have lived a lifetime. But we must confess that we cannot understand the enthusiasm which induces a member to run around a cemetery with a tape-line measuring the breadth of hairs and the size of paths as if he were a gravedigger's understudy. It is all in the interests of the public,

of course, but to us the conception of such a pursuit is incomprehensible. Perhaps our finer faculties are blunted by long experience of public bodies and the curious ways of members, or it may simply be that we are not built that way. In any case the activities of unofficial members of the Sanitary Board should put the official element to shame. While the latter sit quietly in their offices, communing with themselves, the former are spending laborious days in discovering fresh outrages among the tombs of the departed. The latest "find" by an energetic member is a gem in its way, and it would be the height of selfishness to withhold the facts from the world at large. A certain firm applied for permission to erect a monument over a grave and taking it for granted that there would be no objection on the part of the Sanitary Board proceeded with the work. But they exceeded their space allowance by five and three quarters square feet. Some cynical individuals might consider that a trifle, seeing that the axiom of all contractors is to exceed the limits, but on this occasion the Board or at least one member of it was on their track. While other members were calmly discussing the merits of the question, Mr. Shelton Hooper, who had been on the spot, threw a thunderbolt in the midst of the assembly by declaring that the erection of the monument was in the words of one report "a full accomplishment, or in the words of another "an affair complet"—the reader may adopt either or neither as he pleases. In plain Anglo-Saxon the thing was done already, without the permission of the Sanitary Board. Now if there is one thing more than another that the members of the Sanitary Board will not allow it is the usurpation of their lawful rights. And in this case the lawless contractors not only defied the constituted authority by erecting the monument without permission but they actually encroached on ground which did not belong either to them or to the parties for whom they were acting. According to the report in this morning's *Laily Press*, Mr. Shelton Hooper said, in the sepulchral tones suitable to the occasion: "Well, sir, it may astonish you very much, for it certainly astonished me on going down to inspect this grave to find it a full accomplishment. The monument was up, the curb round, and the whole thing fixed. I measured the grave and found it 4 feet by 7 feet 5 inches, and I am sure that you, when you circulated these papers, could not have been aware that the work had actually been done. It is very much like hanging a man first and trying him afterwards, this coming to the Board and asking permission to erect a monument that has already been erected. When I wrote my minute I was not aware of the facts. I measured the distance between that curb and the curb of the adjoining grave, and found it to be fourteen inches only. I am sure it would be satisfactory to the Board if you gave a disclaimer publicly that you were not aware this monument was up before permission was granted." If such zeal for the public weal does not deserve reward then we wonder what the Order of Merit was created for? No doubt the readers expect to learn that the rest of the members applauded the hon. member till the rafters caved in, but alas, they sat still, ignominiously confessing by their silence that they knew nothing about that "commandeered" five and three quarters square feet. Indeed it is doubtful if anybody would have troubled about the excess if the contractors had not guilelessly informed the Board of the egregious mistake they had made. However, after a short space, the President, like an honest gentleman, admitted that he was not aware of the fact stated by Mr. Hooper and after a few words it was agreed to grant the permit, presumably to proceed with the work already accomplished. What we fail to understand about the end of the affair is this: Why did no member suggest that the attention of the Secretary of State should be called to the dire consequences of lax government in Hongkong?

LOCAL AND GENERAL.

ENGINEER-LIEUTENANT J. B. Hewitt has been appointed to the *Adrian* and Engineer-Lieutenant H. Gould to the *Witlozen*.

At a sale of postage stamps by Messrs. Plumridge and Co. a Suagei Ujrag, 1878, U.S. Star and Crescent in oval 2 cents brown, mint, fetched £3.

LIEUTENANT-COLONEL W. Lambert, A.O.D., Chief Ordnance Officer, South China Command, has been appointed Chief Ordnance Officer, Gibraltar, in succession to Colonel E. H. Seymour.

SOME large shipments of griffins are being made to Shanghai at present, the *s.s. Kuning*, having taken 130. The *Lian-hing*, too, and the *Koon-hin*, is to take about 135. There are more to follow. The griffins are all from up country and apparently in very fine selection.—*China Critic*.

SEVERAL Chinese students who have graduated from the Mercantile Marine School were allowed on the 1st instant to enter the Japanese Gunners School at Yokosuka, where they will study for six months. Afterward they are to receive instruction in torpedo work for six months, and will then go on active service for another six months, on board a training ship.

On page 7 will be found reports of the New Territory murder, a student's prank Canton Day by Day and Peking telegrams.

COLONEL C. W. R. St. John, R.E., now at Belfast, has been appointed chief engineer in South China, and will leave for Hongkong early in December.

TO-MORROW evening at 8 o'clock Mr. W. H. Embley will lecture at the Chinese Y.M.C.A. on "Korea." He will also have a number of slides exhibited which have only recently been received. The class in first aid to the injured to be conducted by Dr. Forsyth at the Association will hold its first meeting at 8 p.m. on Monday next.

JOHN Smith, a 90 year old veteran of the 40th Regiment, residing at Narrow Water, County Down, served in the China War of 1842, and can tell some interesting stories of that period, as well as those relating to the Crimean War, in which he was severely wounded at the battle of Alma. In 1842 he says that Hongkong was a miserable collection of dirty Chinese fishermen's huts.

We (*China Critic*) are informed that the whole of the 100,000 Chinese Commemorative stamps supplied to the local C.P.O. have been sold out. They are now only to be got at some of the smaller post offices in the interior and Yangtze provinces. The total number was two million of the 2 cents, and one million each of the 3 cts. and 7 cts.; on the sale of which the Chinese Government must have made a profit of some \$150,000.

THE following officers have been appointed to the *Kmt* on recommissioning:—Commander E. H. Rymer, Lieutenant R. Collins, Engineer-Commander E. J. Campbell, Sub-Lieutenants M. N. Williamson-Napier and V. Hammarley-Heenan, Engineer-Lieutenants H. G. Moon and B. C. Bowler, Fleet Surgeon G. Ley and Surgeon J. Glaister, M.B., Staff-Paymaster O. R. Mahow, Assistant-Paymaster B. A. Stinton, and Clerk L. R. Tippen.

THE question of the introduction of the jury system into the Japanese Courts is discussed by the *Yokohama Specie*, which expresses itself in opposition to the suggestion. In the first place it would involve an increase in the expenses of the Courts; in the second it would cause further delays where there are already only too evident; and in the third there would be the danger of introducing party spirit into a sphere which should be kept free from any such prejudices.

FROM Tsingtau we learn that the Kiaochow Government has put into circulation nickel coins of 5 sen and 10 sen denominations, minted in, and shipped from Germany. The Government Treasury has, by an official proclamation recently published, offered to convert any amount in these nickels into Mexican dollars and also to accept them for legal tender. The same proclamation also states that, as a result of the advent of these new coins, the small silver coins of Chinese and Hongkong origins may be either restricted in, or entirely barred from, local circulation.—*China Critic*.

THE Netherlands Consul-General at Hongkong, Mr. de Reus, gives some interesting particulars regarding Dutch navigation in this port during the past year. Notwithstanding the abnormal state of affairs, a considerable improvement is to be observed. The Java-China-Japan Line took the greatest part in the traffic, but the petroleum steamers of the Royal Netherlands Petroleum Company also frequently arrived at Hongkong, while the steamers of the Kiam Wah Company established at Samaraang arrived on several occasions with full cargoes of produce. Of the ninety-seven Netherlands steamers registered at the harbour department of Hongkong in 1908, there were seventy-six measuring 177,542 tons; loaded, and twenty-one measuring 33,772 tons, in ballast. Of the ninety-eight Netherlands vessels measuring 20,458 tons leaving Hongkong, seventy-five measuring 108,070 tons were loaded, and twenty-three measuring 35,388 tons, in ballast. The principal articles imported from Netherlands India are coal, petroleum, sugar, opium, and morphine, and further some lots of rice, flour, and alcoholic drinks were imported.

THE question of exacting an import duty on liquors at Hongkong appears to have excited much feeling in the Colony. Opinion as to the wisdom of adopting such a course was somewhat sharply divided, but in the end the Government were able to carry their new Ordinance. Some fresh source of revenue was necessary in view of the measures which the colony had taken for the aid and assistance of China in suppressing the opium. Objections were taken to a liquor duty on the ground that it would alter the whole character of the port, and be a violation of free trade principles, besides being an unnecessary burden. Pictures were drawn, too, of passengers having to submit to a customs search. This latter objection was disposed of, and for our own part we cannot see that the imposition of these import duties simply for revenue is an infraction of the inner spirit of the principles of free trade. The Government has promised that no objectionable methods will be employed in carrying the enactment into force, and in that case the position of the port need suffer no noticeable change, of its character, which is practically its charter.—*L. & C. Express*.

NEW LAW COURTS SITE.

ABATEMENT OF NUISANCE.

At the meeting of the Legislative Council on Tuesday next, the Hon. Mr. Stewart will move the following resolution:—

That in the opinion of this Council, steps should be taken to abate the nuisance created by the condition of the pier of Government, and between the Law Courts and the Prison.

Interport Cricket.

THIRD DAY.

HONGKONG v. STRAITS SETTLEMENTS.

[By Our Special Representative.]

24th November.

Play in the Interport Cricket Tournament was resumed this morning in splendid weather, with Hongkong and the Straits Settlements as contestants. On the previous evening when the match Hongkong v. Shanghai was finished, the Straits men did not let the chance slip of putting in some hard practice at the nets, which practice, no doubt, was effective in ridding them of that rolling feeling that had been engendered by the typhoon-stricken *Palawan*. At any rate, the Southern men turned out in the best of fettle and with every confidence in their ability to put up a good fight against the team at whose hands the Shanghai cricketers had fared so disastrously in the opening stages of the tournament.

The teams were as follow:—

STRAITS TEAM.

Dr. P. H. Hennessey.
T. R. Hubback, (Captain).
Lieut. R. H. Clarke, R.A.
Lieut. B. L. Eddis, R.E.
R. M. McKenzie.
S. G. A. Maartenz.
N. Grenier.
V. Brown.
A. Cavendish.
T. G. Hickley.
H. R. S. Zehnder.

HONGKONG TEAM.

W. C. D. Turner, (Captain).
T. E. Pearce.
Capt. H. C. Bird, 2nd Buffs.
Capt. G. E. Garnett, R.A.
R. E. O. Bird.
Lieut. H. W. Green, 2nd Buffs.
Lieut. H. G. Bignall, R.A.
W. N. Edwards.
Rev. H. W. Maundrell, R.N.
A. O. E. Elbrough.
R. E. H. Oliver.

As will be seen from the above list, only one change was made in the Hongkong team as constituted when playing against the Model Settlement, Rev. H. W. Maundrell taking the place of Lieut. Anderson of the Buffs, who had sustained a hurt to his right hand when attempting to hold a ball in the long field on the previous afternoon. On the Straits side there were only two players who had been members of previous visiting teams, viz., T. R. Hubback and R. M. McKenzie, and only four of the original selection figured on the list; but at the same time the strength of the team was anything but negligible quantity and a keenly contested match was confidently anticipated.

Captain E. I. M. Barrett, of Shanghai, acted as umpire for the Straits Settlements, and Captain H. M. Brasley, R.A., for Hongkong. The official scorers were Messrs. J. A. Jupp and H. C. Paxon.

TO-DAY'S PLAY.

The captain of the competing teams met for the first innings, and Turner lost to Hubback, who elected to bat first and sent out Eddis and Grenier to take the opening of the bowling. Bird took the first over against Eddis who drove his second ball straight and low to the boundary for 4. The fourth ball he cut for a single into midfield and Grenier sent the fifth delivery to leg for another single. Oliver took the bowling at the other end and his second ball was cut short for a hard-run single. Eddis followed with a drive to the boundary at the Grand Stand, a second nicely cut for 4 and a third long drive to the Stand for 4, bringing the score up to 20. When ends were changed Grenier scored a single off Bird and this was followed up by a square leg drive by Eddis to the boundary. In Oliver's next over, Eddis got a lucky 2 from a badly returned short hit to the off and then drove a long, low, straight ball to the boundary for 4. Oliver sent the next over against Grenier, who contrived to cut the last ball into the slips for a single. The first ball he took from Bird at the opposite end was driven towards the far boundary but was smartly felled by Capt. Garnett and resulted in 3 several singles were added off Oliver's ensuing over, the last ball of which came near taking Eddis's balls; With the score standing at 40 Capt. Bird took Bird's place at the Naval Yard end. The first ball he sent down against Eddis was full pitched and was driven to the long-off boundary for 4. The second delivery of the over was blocked and at the third he was smartly caught at short slip by Capt. Garnett, and retired with the score reading—47-1-33.

Lieut. Clarke went out to fill the vacancy and cut his second ball for a single into the slips, where it was smartly felled by Edwards. Bird now took up the bowling from the Pavilion end and sent down a maiden against Clarke. Off Captain Bird's next over Grenier made a short hit for a single and with the next ball Clarke was clean bowled with a short pitched delivery not over fast. Score: 49-1-1.

T. R. Hubback went out next to the wicket and was missed in the slips off Bird's second volley and a 4 resulted. The fielding was very smart and clean, Pearce and Edwards showing up well especially. The last ball of Capt. Bird's next over was sent down somewhat loose, and Grenier, taking the chance that offered, drove it clean out of the ground to square-leg for 6. Bird followed with another maiden against Hubback. The following over from Capt. Bird's end was productive of a single hit, smartly felled at cover-point by Lieut. Bagnall. Bird's next over was taken by Hubback, who drove the third ball to the long-off for 4. When the bowling changed once again Grenier was cleverly caught at the wicket by Green off one of Capt. Bird's fast deliveries and he retired with the score reading 79-3-24.

Hickley went out next as partner to Hubback and batted the remaining two balls of the over. Off Bird's next attack Hubback opened with a straight drive for a single. Hickley was

thus brought face to face with Bird's bowling which he seemed to find rather difficult of negotiation. The third ball he took went high and he just tipped it into the slips, where it was very smartly held by Capt. Bird. Score: 79-4-0.

R. M. McKenzie took up the vacancy but was not called upon to take Capt. Bird's next ball which was cut through the slips for 4. When Hubback next faced the bowling, McKenzie was run out in attempting a run off a single hit which was smartly returned from cover-point by Bagnall. Score: 82-5-2.

V. Brown now joined Hubback at the wicket, but the partnership did not last long, as Hubback was neatly caught at short slip by Garnett. Score: 87-6-23.

S. G. A. Maartenz was the next man in, but he was unfortunate enough to be caught off the first ball he too from Bird, the catch being cleverly taken by Pearce at mid-off. Score: 87-7-0.

Zehnder joined Brown at the wicket and play was unproductive of runs until the latter felled Capt. Bird's bowling when he cut a loose ball to square-leg for 4 and followed this up with a drive to the off for a single. Zehnder pulled the next ball round to square-leg for 4. When the bowling changed ends, Brown gave a good chance for a catch with a short hit to square-leg. Zehnder sent the next delivery to the off for a single, and Brown drove the next ball to the Pavilion for 4. Oliver now took over the bowling from Bird's end. His second delivery was sent into midfield by Zehnder, who attempted to make a single off the hit, but Brown was not ready and was stumped before he could cross the crease. Score: 110-8-13.

Dr. Hennessey was next batsman. When he came to face Bird he had a splendid hit to square-leg for 2. A single brought the new bat face to face with Oliver's bowling from the other end and he was lucky in snicking a leg ball to the boundary for 4 with the last ball of the over. When Bird sent down his next volley Zehnder made a single off a hit to leg and Hennessey followed this up by cutting the same bowler to the boundary for 4. Several single hits ensued and the batsmen appeared to have got fairly set. Zehnder especially was hitting out in fine style, and twice he drove Bird to the boundary at the Pavilion and the Grand Stand, bringing the score up to 130. Bird now relieved Oliver at the Naval Yard end and was hit by Hennessey for a single to mid-on at the second delivery. Zehnder followed with a drive to the off for another single and then Hennessey added one more to the score with a pull to square-leg. Capt. Garnett, at this stage of the game, took over the bowling from Bird at the Pavilion end and his second delivery was pulled round to square-leg for 4 by Zehnder, who followed this up with a drive to the off for a single. The Hennessey-Zehnder partnership was getting well settled and runs were being added to the score steadily if slowly.

Off Garnett's bowling Hennessey had a fine pull round to square-leg for 2. A single followed, and then Zehnder drove the same bowler twice in succession to the off boundary for 4, bringing the score up to the respectable total of 150. When Bird again took up the attack Zehnder drove a low straight ball for a single and at the next delivery Hennessey was narrowly missed at midfield. Zehnder was hitting out freely and had some fine drive, including a boundary to the long-off. With the score standing at 160 Captain Turner put on Bagnall to relieve Bird at the Naval Yard end. His first ball went by and the remainder of the over as negotiated by Hennessey was fruitless. Zehnder had a hit to leg for a single off Garnett's next over and Hennessey got another single of the last ball which brought him again facing Bagnall's attack. He was lucky in snicking a ball behind for 4 and followed with a cut for a single into the slips where he was stopped by Edwards. A few minutes later the stopping-ball rang, when the score stood at 174 for 8 wickets.

AFTER LIFTING.

When the game was resumed at two o'clock, Hennessey took Bird's opening over from the Pavilion end and cut him to point for a single. Zehnder stole a run off a short pull to square-leg and the rest of the over was fruitless of scoring. Capt. Bird took over the bowling at the Naval Yard end and sent down a maiden against Hennessey. When Bird again took the ball a single was scored by Zehnder off a hit to the off, but with the next ball Hennessey was caught in the slips by Capt. Garnett. Score: 179-9-25.

Cavendish was the last man in. He was unfortunate in being caught at the wicket by Green off the first ball which was sent down by Bird. The Straits team were thus all out for 179.

STRAITS—FIRST INNINGS.

Lieut. B. L. Eddis, R.E.; c. Garnett, b. Bird 33
N. Grenier, c. Green, b. Bird 21
Lieut. R. H. Clarke, b. Bird 1
T. R. Hubback, c. Garnett, b. Bird 23
T. G. Hickley, c. Bird, b. Bird 0
R. M. McKenzie, run out 2
V. Brown, run out 13
S. G. A. Maartenz, c. Pearce, b. Bird 0
Dr. P. H. Hennessey, c. Green, b. Bird 0
A. Cavendish, c. Garnett, b. Bird 25
H. R. S. Zehnder, (not out) 53

Extras.

Total 179
Bowling Analysis:
STRAITS—FIRST INNINGS.

O. M. R. W.
R. E. O. Bird 17 1 69 5
R. E. H. Oliver 7 1 36 5
Capt. Bird 12 1 47 3
Capt. Garnett 4 1 26 1
Lieut. Bagnall 2 1 5 1

HONGKONG—FIRST INNINGS.

After ten minutes' interval, the Straits team took the field and Pearce and Elbrough were sent out to face the bowling. Hennessey opened from the Naval Yard against Pearce who hit out for a single. Two more singles followed, when Elbrough was smartly caught in the slips off Eddis off a low ball. Score: 3-0-0. Maundrell went next to the wicket and scored the remaining ball of the over, making

Pearce now faced Clarke's attack from the Pavilion end and was lucky in sending the second delivery through the slips for 4. A single followed and then Maundrell pulled the same bowler round to the square-leg boundary for 4. Hennessey's next over sent down against Pearce was a maiden. Clarke in the next over clean bowled Maundrell with a fast low ball at the third delivery. Score: 12-4-4.

Edwards went out to fill the vacancy and blocked the first ball sent down to him. The second was similarly dealt with and the last ball of the over was played safely also. Pearce now faced Hennessey's bowling and stole a single from a short cut into the slips off the third ball. The fifth delivery was cut through the slips by Edwards for 4. When Clarke again took the ball, Pearce scored a single off a hit to leg at midfield. There was no scoring off the remainder of the over which was played carefully by Edwards. Pearce, in the next over from Hennessey's end, drove to the off for a single and Edwards sent the next ball in the same direction for another one. Edwards now faced Clarke, whose second delivery he drove to the boundary at the screen and did likewise with the next ball. A single followed off a short hit to leg. Edwards now took Hennessey's attack and drove the first ball of the over straight to the screen, but smart fielding saved a boundary and there was no more scoring in this over the remainder of which was taken by Pearce, who showed a disposition to fight shy of tempting ball to the off. Clarke's next over was a maiden. In the ensuing over from Hennessey's end, Edwards scored a single off a cut into the slips and Pearce added another single with a short hit to the off. Off Clarke's next over both batsmen scored singles, but with the fourth ball of the over Edwards was clean bowled and he retired with the score standing 36-3-17.

Captain Bird was next man in. At this stage of the game McKenzie had to leave the field on account of an attack of cramp in the leg and his place was taken by Rev. H. W. Maundrell who was soon afterwards relieved by a Singapore reserve man. The last ball was safely played by Bird, and Hennessey sent down his next volley against Pearce who cut him nicely to the telegraph-board for 4. Off the rest of the over there was no scoring. When Bird next faced Clarke's bowling he gave away a chance with a straight-driven, high ball which Hickley unsuccessfully tried to reach. Off Hennessey's next over, Pearce took one of his favourite pulls to square-leg for 4. Bird followed with a straight drive for a single off Clarke's opening ball, Pearce added another single off a hit to leg, and Bird scored a couple of a long drive towards the Pavilion. Both batsmen scored singles off Hennessey's next over, Bird pulling a hard shot round to square leg. There was no scoring until Bird again faced Hennessey, when he was lucky in snicking a leg ball behind for 4 and follow this up with a hit for one to the off. Pearce lived up matters by cutting a fast ball from Clarke to the boundary for 4 and he sent the next delivery to the screen behind off a lucky snick. Bird was playing carefully, but sluggish, when he got the opportunity and a magnificent drive to the on boundary for 4 off Hennessey. Clarke next sent down a maiden against Pearce. In the next over from Hennessey's end Bird had a hit to leg for one, but the rest of the over was fruitless of runs.

With the score standing at 15, Eddis was put on in place of Clarke at the Pavilion end and his second delivery was cut into the slips by Bird for a single. Pearce had a drive to the off for one from the next ball, and faced the bowling when over was called. This over was a maiden. The first ball of Eddis's next attack was driven to the Grand Stand for 4 and he followed this up by driving the ball right into the new Law Courts building for 6, bringing the total up to 20. On the next change of field taking place, Pearce cut Hennessey into the slips for a single and off the next ball Bird gave a nice chance to Clarke with a short easy catch which Clarke just failed to hold through the slipperiness of the footing. When Eddis next took the ball he clean bowled Pearce with a fast delivery which the latter attempted to pull to leg. Score: 37-4-35.

W. C. D. Turner followed Pearce at the wicket and scored a single off the first ball. When Bird again came to face Hennessey's bowling he drove him to the leg boundary for 4, and sent the next ball nearly to the off boundary for 2. After a single had been added, Turner lifted Hennessey right to the leg boundary for 4. In Eddis's next over Bird hit a couple of boundaries to the off side and drove a third ball right into the Law Courts for the second time.

This brought the score to over 100, and the attainment of the century was greeted with a round of applause from the spectators. Bird was hitting out freely and scored another single off Eddis from a straight low drive. The last ball of this over was sent down loose and Turner pulled it hard round to square-leg for 4. The next over from Hennessey's end was a maiden, taken by Bird.

Grenier was now put on as bowler at the Pavilion end in place of Eddis off whose first over both batsmen scored singles. Turner followed this up by hitting Hennessey into mid-field for one run and Bird cut the same bowler through the slips for 4. Next ball he was nearly caught out at mid-on. Both bats were hitting out freely, and Bird drove Grenier right into the Law Courts for the third time for 6, and driving the subsequent ball to the Grand Stand for 4. Hennessey's next over was a maiden, sent down to Turner. In the following over from Grenier's end, Bird scored a single off a straight drive. Turner followed this up by pulling round to square leg for 4 and cutting the next ball to the off boundary. When Hennessey again took up the attack, he clean bowled Bird with a fast well pitched ball and the batsman retired with the score standing at 149-56-6.

Capt. Garnett was next man in. He took the remainder of the over carefully and Turner then faced the bowling of McKenzie, who had just returned to the field after his temporary retirement to the Pavilion. McKenzie's

still walking stiffly. Turner drove his second delivery into the long field for one run. The rest of the over was negotiated carefully by Garnett. Hennessy's ensuing over was a maiden against Turner. The first ball of McKenzie's next attack was driven straight for a single and Turner added another single from a hit to the off. The last ball of the over Garnett pulled round to the leg boundary for 4. Hennessy now sent down another maiden against Turner. McKenzie's first ball was driven by Garnett into the long field for a single and Turner cut the fourth delivery into the slips for one run also. In the next over from Hennessy's end Turner pulled the ball round to square-leg for a single. There was no further scoring until McKenzie again assumed the attack when Turner drove his fourth ball to the long-off for one run.

Hubback now relieved Hennessy of the bowling at the Naval Yard end, the score standing at 160. His first delivery was sent to square-leg for 3 by Turner. Off his second a single was made for a leg bye and off the third Garnett hit to mid-on for a single. The last ball of the over was sent behind to the boundary for 4 by Turner. When the bowling again changed hands, Garnett made a single from a straight drive and the rest of the over was unproductive of runs. Off the next over from Hubback's end three singles were added. McKenzie's next delivery was driven to long-off for one run by Turner. No further scoring took place until the attack was resumed by Hubback, whose third delivery Turner nearly cut through the slips for 4, bringing the score to 180 and thus breaking the Straits score.

of the forenoon. When McKenzie again took up the bowling he sent down a nicely pitched ball which Turner skied towards the Pavilion, where he was brilliantly caught with one hand by Zehnder. Score: 181-6-31.

Lieut. Bagnall was the next man in. He had not been long at the wicket when Capt. Barrett was neatly caught in the slips by Zehnder and retired with the score reading: 181-7-10.

Lieut. H. W. Green took up the vacancy at the wicket and a series of singles followed until Bagnall pulled round to leg for 4. Clarke then relieved McKenzie and off his third ball Green was cleverly caught at mid-on by McKenzie. Score: 190-8-8.

R. E. H. Oliver followed on, and a minute or so afterwards the score was carried to 200 by a single scored by Bagnall, who took Clarke's next over and drove him to the Grand Stand for 4 and to leg for a boundary also. Next ball, however, he was caught at the wicket by Green. Score: 208-9-18.

R. E. O. Bird went in next, a few minutes before five o'clock and made a single off Clarke's last ball. Hennessy's next over was a maiden. Oliver followed with a single off Clarke. This left Bird facing Hennessy's bowling, and the former was caught in the slips off the second ball by Hubback, the last wicket falling for 211.

The scores are as follows:—

HONGKONG—FIRST INNINGS.				
T. E. Pearce, b. Eddis.....	35			
A. C. E. Elborough, c. Eddis, b. Hennessy.....	1			
Rev. W. H. Maundrell, b. Clarke.....	4			
W. N. Edwards, b. Clarke.....	4			
Capt. H. H. C. Baird, b. Hennessy.....	66			
C. D. Turner, c. Zehnder, b. McKenzie.....	38			
Capt. G. E. Garnett, c. Zehnder, b. Hennessy.....	10			
Lieut. Bagnall, c. Green, b. Clarke.....	18			
Lieut. H. W. Green, c. McKenzie, b. Clarke.....	8			
R. E. H. Oliver, not out.....	2			
R. E. O. Bird, c. Hubback.....	1			
Extras.....	11			
Total.....	211			

HONGKONG—FIRST INNINGS.				
P. H. Hennessy.....	27.1	10	61	4
Lieut. Clarke.....	4	4	43	4
B. L. Eddis.....	5	—	31	1
N. Grenier.....	3	—	24	—
R. M. McKenzie.....	8	—	22	1
T. N. Hubback.....	3	—	14	—

INTERPORT TENNIS.

Owing to the belated arrival of the Straits team, it has been found impracticable to carry out the provisional arrangements which had been made for playing off the tennis matches. A good opportunity presented itself of playing off some of the fixtures yesterday afternoon when the cricket match Hongkong v. Shanghai came to such an unexpectedly abrupt conclusion, but at the same time it was felt that it would not be fair to ask the Straits players to compete so soon after the severe shaking up that they had sustained on the voyage up to China.

In the case of the present cricket game, Hongkong v. Straits, finishing up shortly tomorrow some of the tennis matches may be brought off, but otherwise they may not be played until next Monday and Tuesday. On these dates the fixture down for disposal is Interport Champions v. The Rest, but this match may have to be put off for the sake of the tennis competitions. Meanwhile, nothing definite has been arranged and all will depend upon the length of time taken up by the cricket matches during the remainder of this week.

(By a Cricketer.)

The match was commenced to-day in glorious weather, a fresh southerly breeze blowing, keeping the weather delightfully cool.

Great interest was centered in this match, Singapore being expected to make a good show against Hongkong. So far out of six games Hongkong and Singapore have won three each.

Hongkong put in the same team with one exception, Rev. W. H. Maundrell replacing Lieut. Anderson which considerably strengthened it.

During the morning a larger crowd than usual witnessed the game. The Straits, winning the toss, elected to go in first and sent in Eddis, Eddis and Grenier to face the bowling of Baird and Oliver. Runs came slowly, both men showing good form. After 30 up Eddis

took up the aggressive and hit all round the wicket. Grenier in the meantime being quite content with contributing singles as the chances offered.

Eddis seemed to be thoroughly set when he was luckily and well caught out by Garnett at five slip the ball going away from the fielder all the time. This catch was undoubtedly the best of the three days' play.

The bowling and fielding from then on proved superior to the batting and wickets fell rapidly until the 8th wicket had fallen, the score standing at 87; the only man that seemed at all comfortable with the bowling being the captain who undoubtedly would have put up a good score had the chance he offered to Garnett been unaccepted.

From the 8th wicket on Zehnder and Hennessy proved true fighters and carried the score merrily to 174 when lunch was called.

After lunch only 5 were added, both wickets being disposed of by Bird, the innings closing for 179.

The fielding was superb, Bagnall, Baird and Garnett standing out conspicuously. Of the bowlers Bird was by far the most successful, having taken 5 wickets for a cost of 60 runs. Baird took 3 for 47. Singapore lost two good wickets run off entirely through their own fault in not following up.

The Straits only added 4 runs after lunch and were finally all out for 119. Hongkong started at 2.30 p.m. with Pearce and Elborough, the last named being soon dismissed. The bowling was good and the only good stands were made by Pearce, Baird and Turner making respectively 35, 66 and 38. Baird's innings was only marred by one chance for which the Straits had to pay dearly. The fifth wicket produced 61 runs.

The fielding was in every way good the most conspicuous being the catch by Zehnder which dismissed Turner. The innings closed for 211 being 32 runs ahead of the Straits.

There was a record attendance at the stands, large crowds congregating around the ground as well. The Band of the Buffs played selections of the ground. The Hongkong Club entertained the Cricketers to a dance and supper at the Club last night which was very enjoyable.

The Straits commenced their innings with Lieut. Eddis and N. Grenier. Bird started the bowling from the east end, bowling to Eddis who returned a hard one to Bird which he missed, resulting in a four. A single from Eddis, Bird then bowled a wide and Grenier obtained a single. Completing the over, Oliver bowled, a short run being effected. Eddis then drove Oliver to the boundary and repeated the performance with a cut; 10 runs up. Another drive to the boundary finished the over, 20 going up.

A single by Grenier off Bird and then Eddis placed the same bowler to leg for four. Grenier made two off Oliver, a bad throw in by Maundrell giving him one. Eddis again drove Oliver straight for four, the score now standing at 30. Only a single by Grenier resulted from Oliver's next over, Grenier then driving Bird for two and a single. Another single from Eddis finished the over. Two single off Oliver put up the score to 40. Eddis made a fluky hit which nearly got him out. Baird replaced Bird, and Eddis drove his first a full pitcher to the off for four. The second ball beat him badly and the third one was the means of his downfall, Garnett holding a difficult catch at short slip 47 for 1 wicket.

Eddis scored 33 by sound cricket. Lieut. R. H. Clarke filled the vacancy and made a single. Bird took the bowling from Oliver at the west end. An appeal against Clarke for lb.w. was dismissed and the over ended in a maiden. A single from Grenier off Baird brought Clarke to face the bowler who clean bowled him by a clincker 49 for 2 wickets.

Hubback now partnered Grenier and scored a single. Bird beat Hubback in his first ball and then the same player luckily snicked a four to the slips, 50 going up after 40 minutes' play. Off Baird Grenier made another single Hubback doing likewise. Grenier then put Baird over the boundary rails to square leg for 6, 60 up. Hubback again drove Bird for a single. Another single from Grenier completed the over. Both batsmen played good cricket. Two singles resulted from Baird's over, Bagnall being applauded for smart fielding. Bird was keeping a good length. Hubback now made a lucky drive for four to the off. Hubback again drove Bird for one, Grenier doing the same 70 up. A good ball from Baird beat Grenier, the ball just skimming the top of the wicket. In the same over Grenier was dismissed by a smart catch behind the wickets 73 for 3 wickets. Grenier contributed 74 by careful play.

Hickley joined his captain. Hongkong's fielding up to this stage left nothing to be desired. The feature of Hubback's play was his straight driving. Hubback drove Bird hard for one. Hickley was dismissed by Baird in the slips off Bird, a one-hand catch. 73 for 4 wickets.

McKenzie followed in. Hubback cut Baird for four and then glanced him to leg for a single. McKenzie also accounted for a single, Hubback following with another, the telegraph registering 83. Hubback now drove Bird for one. McKenzie putting him to leg for one McKenzie was easily run out through failure to follow up. 84 for 5 wickets.

V. Brown followed. Four singles were scored in Baird's next over. Brown scored a single off Bird and the next ball proved the undoing of Hubback being caught in the slips low down by Garnett. 87 for 6 wickets.

L. G. A. Martens came in, to walk out again Pearce holding a hot drive to the off from Bird. 87 for 7 wickets. Zehnder now partnered Brown. Zehnder made a single and then Brown put Baird into the Governor's tent for four and another single was added going up to 120.

Baird placed Baird to square leg for four finishing the over. Brown was nearly caught, while putting Bird to leg. Zehnder made a single the score up to 100. Brown lifted Bird to the boundary for four. Oliver relieved Baird at

the Naval Yard end. Brown was run out by Oliver returning smartly from cover, 104 for 8 wickets.

Dr. Hennessy was the next wicket and opened his account with a boundary hit to the on. Zehnder put up a skier but Pearce failed to reach it 110 up. Hennessy hit Bird to leg for two. Zehnder snicked a lucky one through the slips off Oliver to the boundary. Hennessy drove Bird for a single and Green missed a chance to stump. Zehnder which cost Bird another four runs in his next ball, the score now being 120. Hennessy put to the slips off Oliver for one. A single from Hennessy off Bird and in the same over Zehnder lifted him to the pavilion for four and again to the Ladies' stand for another, 135 up. In the last ball of Bird's over Zehnder sustained an appeal for a stump.

Baird again took on the bowling and Hennessy scored a single from him Zehnder following suit. Hennessy now paced the same bowler to leg for a couple.

Garnett now took over from Bird Zehnder pulling him across the wicket to the boundary afterwards, 140 going up. Baird's over only brought two singles. Hennessy placed Garnett to leg for two and after a bye Zehnder stepped back and drove to the off boundary for four repeating a similar stroke 150 up. Hennessy scored a single off Baird Zehnder driving him for one. The last named now drove Garnett for four following with a single 160 going up.

Hennessy now opened his shoulders and drove Garnett for one. Zehnder was punishing Garnett badly. Bagnall was substituted for Baird and his first ball went to the boundary for 4 byes. Zehnder drove Garnett for a single Hennessy also obtaining one, the last named snicking Bagnall to the boundary 170 up. A single from Hennessy finished the over and the players retired for lunch.

Bird and Baird opened the attack after lunch two singles being scored off Bird, Baird bowling a maiden. Zehnder scored a single off Bird. Garnett then caught Hennessy in the slips off Bird. 179 for 9 wickets.

Hennessy's 25 proved invaluable to his side as during his stay Zehnder was able to materially add to his score. The last man to go in, Cavendish, was caught at the wicket off Bird in his next ball, the innings closing for 179. Zehnder's contribution of 33 was a display of strong and forceful batting and he well deserved his reception in the pavilion.

HONGKONG'S FIRST INNINGS.

Hongkong opened with Pearce and Elborough, Hennessy starting the bowling on the Naval Yard end Martens keeping wicket. Pearce opened with a single, Clarke fielding the ball smartly. After two more singles were added Elborough was caught out at short slip by Eddis a right-hand catch low down. 3 runs for 1 wicket.

Maundrell partnered Pearce. Clarke, a left-hand bowler, started at the pavilion end and Pearce cut him to the boundary for four, the ball being badly fluffed. Another single from Pearce and Maundrell from the very first ball he received hit to leg for four, 10 going up. In Clarke's next over Maundrell was clean bowled by a beautiful ball which beat him all the way and took his balls. 12 for 2 wickets.

Edwards now followed, and in the last ball of Hennessy's cut him for four. Pearce turned Clarke off the wicket for a single. Edwards contrary to his usual game was playing steadily giving no chances. Both men scoring a single, 20 went up. Edwards opened his shoulders to Clarke and drove him to the boundary repeating the same stroke again. A short run was successfully attempted. Edwards now drove Hennessy for one; 30 up. Pearce was playing pretty cricket at this stage. Edwards put one to the slips for a single. Runs now came slowly and in singles Edwards was clean bowled by Clarke by another good ball, 36 for 3 wickets. Edwards made 17. Capt. Baird partnered Pearce.

McKenzie now left the field on account of cramp in the leg and the reserve substituted for him. Pearce cut Hennessy nicely for four. 40 up. Baird put up a high one from Clarke which Hickley failed to reach. Pearce got a four on his favourite stroke to leg off Hennessy. Baird now drove Clarke for a couple, 50 going up. Two more singles completed the over. Pearce cut Hennessy for one, Baird also doing so.

On a single from Clarke, the fielding being well placed, Baird luckily snicked Hennessy to leg for four followed by a single, 60 going up. Pearce batting more freely drove Clarke to the off boundary and then to leg for four. Baird lifted Hennessy for four, 70 up, Clarke bowled a maiden. Baird placed Hennessy nicely to leg for a single. The Captain now made a change in bowling and put Eddis on in place of Clarke, Baird scoring one off him in his second ball, Pearce doing likewise.

Hennessy bowled a maiden, Baird driving Eddis in his first ball for four followed by a magnificent hit for six over the Ladies' Stand 80 up. Baird gave a chance to Clarke off Hennessy which he just failed to hold. Pearce was clean bowled by Eddis in trying to pull him round to leg. 87 for 4 wickets. Pearce made 35 without giving a single chance and by careful play.

Turner, the Captain, was then associated with Bird and scored a single off the first ball he received. Turner called a risky run, and just managed to reach the crease in time. Baird, playing forcibly, hit a ball nicely off his wicket to the leg boundary and the subsequent ball to the off for two, 90 up. Turner lifted Hennessy to the on for four sending up the 100 amidst great applause. Turner made a lucky stroke over point's head. The next ball Baird cut four following up with a skier, 110 up. Turner playing very cautiously being in a hurry to score now opened out his shoulders to one from Eddis and hit him to the square by boundary. Eddis was now taken off, Grenier replacing him, two singles being the result. Four byes off Hennessy raised the score to 120. Baird put one through the slips for four and was very nearly caught out at mid-on. Turner drove Grenier very prettily to mid-on which was well returned. 120 up. Baird lifted Grenier into the Law Courts for another six, sending up 130 followed

by a four; 16 runs were scored off this over. In Hennessy's next over Turner was in difficulties, the over ending in a maiden, 140 up. Baird made a single off Grenier. Turner hit the same bowler to leg for four off a full pitch and the next one to point for four. Baird was clean bowled out by a well pitched ball from Hennessy, 149 for 5 wickets. Baird scored 66 which included 3 sixes. He gave one chance early in the game.

Grenier now came in. MacKenzie who had now returned relieved Grenier and was still feeling the effects of his injury and appeared to be uneasy, bowling rather erratic. Runs came by singles until Garnett got McKenzie away to leg for four. Hennessy bowled his third consecutive maiden. Garnett drove McKenzie for a single, Turner placing him also in the slips for the same. Turner drove McKenzie for one sending the score up to 160. Hubback went on replacing Hennessy, Turner placing his first ball to leg for two and again for four. Four byes from McKenzie saw 170 up. Garnett drove on off the same bowler for one. Next over only brought three singles. A pretty stroke through the slips by Turner brought the score to 180 passing the Straits' score of 179. Turner drove a high one to long on which was brilliantly held by Zehnder by one hand, a catch which called for great applause. 181 for 6. Turner made 38 by patient play.

Bagnall partnered Garnett and Hennessy resumed the bowling at the east end; the second proved the downfall of Garnett who was caught in the slips by Zehnder. 181 for 7 wickets. His place was taken by Lt. Green. Green put McKenzie to leg for three, Bagnall following by a cut to the boundary. A hit to leg by Green off Hennessy for two brought up the score to 190. Bagnall also placed Hennessy to leg for four.

McKenzie was taken off, Clarke going on and in his third ball Green was caught out by McKenzie. 119 for Straits.

Oliver filled the vacancy, one run by Bagnall sent up the 200. Bagnall drove Clarke hard to the boundary for four followed by another to leg and then got him caught out behind the wickets, trying to hit a bumpy ball. 208 for 9. Bird was the last wicket in and after two overs succumbed to a catch in the slips off Hennessy, the ball being held by Hubback. The innings closed for 211.

THE STRANDING OF THE "TAK HING."

MARINE COURT OF INQUIRY.

A Marine Court of Inquiry was held at the Harbour Office this morning into the circumstances surrounding the stranding of the s.s. *Tak Hing* (Capt. W. Bishop) of the Sze Yap Steamship Company, on the 19th October last. Commander Basil Taylor, R. N. (Harbour Master) presided. The assessors were: Lieut. Henry Butterworth, R. N. (Tamar), Capt. E. Beetham (Empress of India), Capt. G. S. Wiegall (Maurice), and Capt. H. W. Walker (Kowloon). Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the Master of the *Tak Hing* and Mr. A. Harding represented the Sze Yap Steamship Company.

Chai Fat, the pilot of the *Tak Hing*, stated that he had occupied that position for six years. The *Tak Hing*, which was employed on the regular run between Hongkong and Kowloon, left Hongkong at 6 p.m. on the 18th October last. The weather was fine but the black typhoon signal was hoisted at the time. The ship arrived at Kowloon at 4 a.m. on the following day and anchored at a place called Yung Kwan, between the sandbank and the S. W. bank of the river. There were two other river steamers anchored there at the same time, the *Haiwang* and the *Tai On*. The former was below the *Tak Hing* and the latter above. At about 4 p.m. the wind began to rise from N.W. and an hour later the other two ships left and went to the other side of the river and anchored there. The 2nd pilot then shifted berth a little to the Northward about 6 p.m. Witness had a conversation with his folk and then saw his Master, whom he asked to move the vessel over to the other side. The latter declined to do so. By 9 o'clock the typhoon was blowing hard and the ship began to pitch and roll and drifted towards the shore up till midnight. The second anchor was let go at 12.30, the ship then being aground. The anchor was found useless, and after being down for a quarter of an hour, it was weighed, the ship being stationary (ashore).

By Mr. Wilkinson—Witness entered the service of the owners three years ago. Prior to that, he was on board the *Kong Shu*, running between Hongkong and Kowloon. He did not possess a licence but was qualified. He became pilot of the *Tak Hing* five years ago when the boat belonged to Messrs. Butterfield and Swire. His duty compelled him to remain on board all the time the ship was running and was off duty when she anchored. When the ship arrived at Kowloon, he was asleep. The 2nd pilot was in charge. She remained at Kowloon all day on the 19th. He did not leave the ship. As soon as the ship anchored, both the pilots went off duty, but remained on board all day both having no duties to perform. It was raining hard all day and at about 5.30 p.m. the other two ships shifted berth. The *Tak Hing* shifted later. He did not call out to the other ships. At the time the other two ships shifted, it was blowing and raining. The deck upon which he was standing was not under cover and he was drenched with rain as he walked with the 2nd pilot. He had boots and oil skins on. He was in and out of his quarters about this time. At about 6 p.m. they shifted berth. He was below and heard the anchor go again. He remained below, the weather being very bad until the ship took the shore. There was nothing for him to do. The anchors were old ones. On that occasion, they used the starboard anchor but on previous occasions they used the port anchor. The port anchor was smaller than the starboard one, but there was nothing wrong with it with the exception of its size. He saw the port anchor on the 19th, when it was weighed by a tampa.

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By Mr. Harding—When he said he was below he meant he was on the second deck or the lower deck. It had a gangway outside, from where he could see everything that took place. By the Court—At 9 p.m. the wind was N.W. It remained in that direction all the time. The ship began to drag at 9 p.m. There was steam on the engines, but they were not working. The second pilot shifted berth, by whose authority he was not aware. When he saw the Master as described, he was coming down from the bridge to get his supper. He was on bridge when shifting berth. The other ships on shifting were in a more sheltered position.

To So, the 2nd pilot of the *Tak Hing*, was then called into the box.
Lt. Butterworth—How do you know the *Tak Hing* commenced to drag shortly after 9 o'clock?—I could feel her dragging.
Did you take any steps to prevent the dragging or inform the Master or Mate?—I told the 1st pilot to see the Master about it.
The further hearing of the inquiry was adjourned till 10 a.m. on Friday morning.

Fire In Whitfield Barracks.

MINERAL WATER FACTORY EXPLODES.

NATIVE OFFICERS LOSE THEIR KIT.

The native military barracks at Taim-tai-tai, Kowloon, was the scene of an extraordinary fire shortly after three o'clock this morning. It appears that at that hour, or, to be precise, at 3.10 a.m., one of the native officers' quarters through an origin which is at present shrouded in mystery, caught fire, and in a short space of time the flames spread to another similar match and a few yards behind the original scene of the outbreak. Beyond the second match and close to it stood the barracks' mineral water factory, which was also rapidly enveloped in flames. The intense heat of the two adjacent structures caused a couple of cylinders to explode, which created a terrific din which was heard around a considerable radius. In order to enable the reader to arrive at a rough estimate of the terrific force of the explosion, it may be stated that an R.E. sapper who was leaning against a tree in close proximity to the scene of the explosion was blown away to a distance of from six to eight feet. The noise of the heated water bottles cracking and bursting at rapid and regular intervals produced a weird effect on large numbers of Indian troops, who danced round the burning match in an enthusiastic fashion and whose dark hues thrown against an equally dark background was described as a novel sight by an eyewitness. At the time of the outbreak, the quarters were occupied with their usual complement of native officers, who had no time to save their belongings from the devouring flames and who consequently lost all their personal effects. Fortunately, the wind was blowing from the direction of the harbour, which considerably lessened the fury of the flames, but had the wind been blowing from the harbour, it would have undoubtedly caused the entire barracks with its innumerable matchsheds to be alight, in which case it would have been found extremely difficult to cope with the work of putting down the conflagration, if not totally impossible and the probability is that every single matchshed would have been burnt down. With their usual promptitude, the Yan-mai-ti Fire Brigade arrived with their contingent in remarkably quick time and within a couple of hours from the time of the outbreak had completely got the fire under control, but it was not till two hours later that the final smouldering blocks were entirely extinguished with pails of water by the native troops.

The damage is roughly estimated at \$2,000, including the heated water factory plant, the value of the matchsheds and the lost properties of the Indian officers. Fortunately, with the exception of the loss of a couple of gowns, which were burnt to death, no casualties have been reported.

By Order, A. R. LOWE, Secretary.

Hongkong, 23rd November, 1900. 1787

MARINE INSURANCE ASSOCIATION OF HONGKONG.

PUBLIC HOLIDAY.

IN consequence of Government Notification No. 709 of 5th November, appointing the 25th idem a PUBLIC HOLIDAY as the day on which His Majesty's Birthday is to be celebrated, all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on that day.

By Order, A. R. LOWE, Secretary.

Hongkong, 23rd November, 1900. 1788

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"EMPRESS OF CHINA".....	"EMPRESS OF IRELAND".....
SATURDAY, JAN. 29TH.	FRIDAY, FEB. 25TH.
"MONTEAGLE".....	"EMPRESS OF IRELAND".....
TUESDAY, FEB. 13TH.	FRIDAY, MARCH 25TH.
"EMPRESS OF IRELAND".....	"EMPRESS OF IRELAND".....
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11]

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MANILA	MAZANG	FRIDAY, 24th Nov., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE	MAZANG	MONDAY, 29th Nov., 3 P.M.
SHANGHAI	CHOYANG	TUESDAY, 10th Nov., 4 P.M.
SINGAPORE	CHOYANG	WEDNESDAY, 1st Dec., 3 P.M.
MANILA	CHOYANG	FRIDAY, 3rd Dec., 4 P.M.
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16]

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FOR	STEAMERS.	TO SAIL.
SHANGHAI	"CHINHUA".....	25th Nov., 4 P.M.
NINGPO & SHANGHAI	"PAOTING".....	27th " "
SHANGHAI	"CHENAN".....	28th " "
MANILA	"TAKING".....	30th " "
MANILA, ZAMBOANGA and USUAL	"TAIYUAN".....	30th " "
AUSTRALIAN PORTS	"TAIYUAN".....	30th " "
TIENTSIN	"KUHIOH".....	30th " "
SHANGHAI	"ANHUI".....	2nd Dec., " "
SHANGHAI	"LINAN".....	5th " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, twice weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowu*, *Linan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to

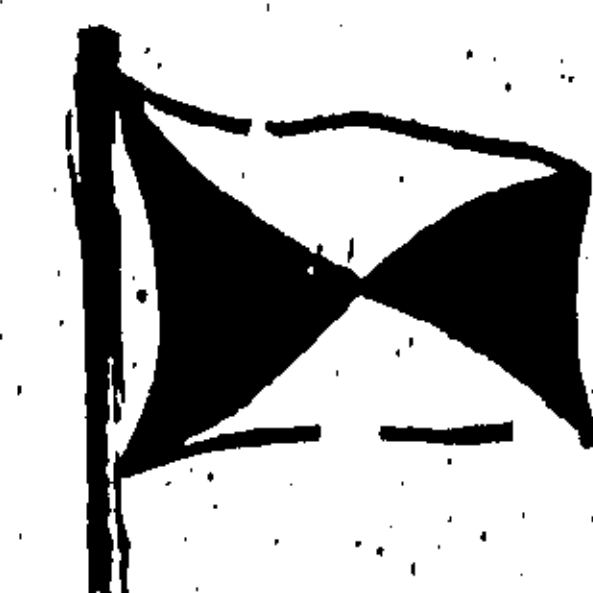
BUTTERFIELD & SWIRE,

Agents.

Telephone No. 96.

Hongkong, 24th November, 1900.

15]



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 27th Nov., at Noon.
LAIRO	2540	R. Rodger	"	SATURDAY, 4th Dec., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 24th November, 1900.

14]

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSU MARU.....5,000 tons gross.....Sail 10th Dec., 1900, at Noon.

S.S. AMERICA MARU.....6,000 "....." 5th Feb., 1901, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 4th November, 1900.

135]

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with put transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO.) Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKO-	"TACOMA MARU".....	6,178	FRIDAY, 17th Dec., at Noon.
HAMA	Capt. H. Yamamoto		

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
AMSUI v. SWATOW & AMOY	"DAIJIN MARU".....	SUNDAY, 28th Dec., at 10 A.M.
HANGHAI VIA SWATOW, AMOY AND FOCHOW	"BUJUN MARU".....	THURSDAY, 25th Nov., at 8 A.M.
ANPING v. SWATOW and AMOY	"SOSHU MARU".....	FRIDAY, 26th Nov., at Daylight.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 24th November, 1900.

T. ARIMA, Manager.

149]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1900
MARSEILLES, LONDON AND ANTWERP	"SAITO MARU".....	WEDNESDAY, 8th Dec., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"HIRANO MARU".....	WEDNESDAY, 22nd Dec., at Daylight.
	"TANGO MARU".....	WEDNESDAY, 5th Jan., at Daylight.

VICTORIA, B.C. & SEATTLE	"SHINANO MARU".....	TUESDAY, 7th Nov., at Noon.
VIA SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"AKI MARU".....	TUESDAY, 4th Jan., at Noon.
	Capt. K. Saito	

SYDNEY AND MELBOURNE	"IKKO MARU".....	FRIDAY, 26th Nov., at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU".....	FRIDAY, 24th Dec., at Noon.
	Capt. M. Winckler	

SHANGHAI, MOJI AND KOBE	"TAKASAKI MARU".....	THURSDAY, 25th November.
	Capt. A. Mocker	

NAGASAKI, KOBE and YOKOHAMA	"MISHIMA MARU".....	SATURDAY, 18th Dec., Daylight.
	Capt. A. E. Mores	
	"YAWATA MARU".....	WEDNESDAY, 22nd Dec., at Noon.
	Capt. T. Sekine	

KOBE and YOKOHAMA	"AWA MARU".....	SATURDAY, 11th Dec., at Daylight.
	Capt. A. Keith	

BOMBAY, VIA SINGAPORE AND COLOMBO	"MOTOBI MARU".....	THURSDAY, 2nd December.
	Capt. I. C. Richards	

Fitted with new System of wireless telegraphy. Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUDOMOTO,

Manager.

14]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, GUYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE."

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, etc., on SATURDAY, the 27th November, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Moldavia*, 9,300 tons, from Colombo, Passengers' accommodation is well & vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo to the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. *Egypt*, due in London on 8th January, 1901.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HAWETT,

Superintendent.

Hongkong, 13th November, 1900.

14]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"BRECONSHIRE"

Captain Tomlinson, will be despatched as above on 26th inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 1st November, 1900.

175]

HONGKONG—NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO".....{On 14th Decem-

ber, 1900.

For Freight and further information, apply to—

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th November, 1900.

176]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO

SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS

Co. proceed from YOKOHAMA DIRECT

to SAN FRANCISCO, without any call en

route thus affording a fast regular cargo-

boat service from China and Japan to San

Francisco.

THE Steamship

"AMIRAL OLRY"

Captain Privat.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 8th October, 1900.

178]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. BROWN.

Leave Hongkong for Canton at 9 every

evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every

evening, (Sunday excepted).

These fine Steamers, owned by Chinese

capitalists and Officer'd by Europeans, are

second to none on the River. Excellent

accommodation for fifteen First Class Pas-

sengers. The Steamers are lit throughout by

Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meal.....\$1.25 each.

The Company's Wharf is situated in front

of the New Western Market, opposite the old

Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 4, Queen's Road West.

Hongkong, 24th April, 1900.

111]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARRATOON APCAR."

Capt. A. E. Gatties, will be despatched for the above Ports on SATURDAY, the 27th November, at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 24th November, 1900.

179]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"WYNERIC"

will be despatched for the above Ports on SATURDAY, the 27th November, 1900.

For Freight, apply to

ARNHOLD, KARBERG & CO.,

Agents.

Hongkong, 22nd November, 1900.

173]

FOR SINGAPORE, PENANG AND CALCUTTA.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

ST CKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	C. SING QUOTATIONS
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	Reserve: \$1,500,000 \$1,500,000	Interim of 2 for account 1909 @ ex 1/4 = \$2.72	4 %	\$995 sales London £90.51
National Bank of China, Limited	99,915	7	6	Reserve: \$4,000 \$4,000	\$2 (London 3/6) for 1909	...	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	Reserve: \$1,500,000 \$1,500,000	\$10 for 1908	7 %	\$162 sales
North China Insurance Company, Limited	10,000	15	5	Reserve: Tls. 150,000 Tls. 150,000	Interim of 7/6 for 1908	5 1/2 %	Tls. 106 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	Reserve: \$1,000,000 \$1,000,000	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$869 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	Reserve: \$1,000,000 \$1,000,000	\$12 and bonus \$3 for 1907	7 %	\$230 sellers
FIRE.							
China Fire Insurance Company, Limited	70,000	\$100	\$30	Reserve: \$1,000,000 \$1,000,000	\$6 and bonus \$2 for 1907	7 %	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve: \$1,000,000 \$1,000,000	\$27 for 1907	7 1/2 %	\$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	Reserve: \$7,000 \$7,000	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve: \$1,000,000 \$1,000,000	24 for year ending 30.6.1908	7 %	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve: \$1,000,000 \$1,000,000	Interim of \$14 for account 1909	7 1/2 %	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	Reserve: \$1,000,000 \$1,000,000	6 1/2 for 1907 on Preference shares only @ ex 1/10 = \$3.154	...	\$60 buyers
Do. (Deferred)	60,000	65	65	Reserve: \$1,000,000 \$1,000,000	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	...	66 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	Reserve: \$1,000,000 \$1,000,000	\$1.00 for year ending 10.4.1909	4 %	\$26 sales
"Star" Ferry Company, Limited	10,000	10	5	Reserve: \$1,000,000 \$1,000,000	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve: \$350,000 \$350,000	\$5 for year ending 31.12.08	3 1/2 %	\$159 buyers
Luxon Sugar Refining Company, Limited	7,000	5	5	Reserve: \$1,000,000 \$1,000,000	\$3 for 1897	...	\$22 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Reserve: Tls. 100,000 Tls. 100,000	\$3 for year ending 31.12.08	...	Tls. 360 buyers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	Reserve: \$1,000,000 \$1,000,000	Final of 7 making 3 1/2 for 1909	7 %	Tls. 194
Raub Australian Gold Mining Company, Limited	150,000	18/10	18/10	Reserve: \$1,000,000 \$1,000,000	No. 12 of 1 1/2 = 48 cents	...	\$72 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$15	Reserve: \$1,000,000 \$1,000,000	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	Reserve: \$1,000,000 \$1,000,000	None	...	\$624 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	5	5	Reserve: \$1,000,000 \$1,000,000	Interim of \$14 for account 1909	...	\$53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Reserve: Tls. 100,000 Tls. 100,000	Final of Tls. 21 for year ending 31.4.09	6 1/2 %	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 10	Tls. 100	Reserve: Tls. 100,000 Tls. 100,000	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 128 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 12	Tls. 100	Reserve: Tls. 100,000 Tls. 100,000	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	Reserve: \$1,000,000 \$1,000,000	\$1.20 on old and 60 cents on first new issue	...	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	Reserve: \$1,000,000 \$1,000,000	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$25 sales
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$50	\$25	Reserve: \$1,000,000 \$1,000,000	Interim of \$1 for account 1909	6 1/2 %	\$431 new b.
Humphreys Estate & Finance Company, Limited	150,000	5	5	Reserve: \$1,000,000 \$1,000,000	Interim of \$1 for account 1909	6 1/2 %	\$9 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	Reserve: \$1,000,000 \$1,000,000	60 cents for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve: Tls. 100,000 Tls. 100,000	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	Reserve: Tls. 100,000 Tls. 100,000	Interim of 12 for account 1909	8 1/2 %	\$44 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Reserve: Tls. 100,000 Tls. 100,000	Tls. 5 for year ended 31.10.08	3 1/2 %	Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Reserve: Tls. 100,000 Tls. 100,000	50 cents for year ending 31.7.08	6 %	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve: Tls. 100,000 Tls. 100,000	Tls. 6 for year ending 30.9.08 (8%)	...	Tls. 85
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Reserve: Tls. 100,000 Tls. 100,000	Tls. 4 for 1908	...	Tls. 104
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Reserve: Tls. 100,000 Tls. 100,000	Tls. 5 for 1908	...	Tls. 435
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	Reserve: \$1,000,000 \$1,000,000	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	Reserve: \$1,000,000 \$1,000,000	\$1.20 for 1908	...	\$124 sales
China Light and Power Company, Limited	50,000	\$10	\$10	Reserve: \$1,000,000 \$1,000,000	50 cents for year ended 28.2.08	9 %	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	80 cents for 1908	8 1/2 %	\$94 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$5	Reserve: \$1,000,000 \$1,000,000	\$1.00 for year ending 31.7.09	8 1/2 %	\$164 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve: \$1,000,000 \$1,000,000	Interim of 35 cents for account 1909	10 1/2 %	\$74 sales
H. Price & Company, Limited	12,000	\$10	\$10	Reserve: \$1,000,000 \$1,000,000	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	Reserve: \$1,000,000 \$1,000,000	\$1.00 bonus to cts. for year ending 29.2.09	6 %	\$204 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve: \$1,000,000 \$1,000,000	Interim of \$1 for account 1909	10 1/2 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve: \$1,000,000 \$1,000,000	Interim of \$1 for account 1909	8 1/2 %	\$23 sellers
Mattechappi tot Mija, Bosch-en-Landbouwer plaatse in Langkat, Limited	25,000	Gs. 100	Gs. 100	Reserve: Tls. 100,000 Tls. 100,000	Third of quarterly of Tls. 14 for account 1909	...	Tls. 707 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve: Tls. 100,000 Tls. 100,000	83 cents on fully paid shares and 40 cents on 51 paid shares for year ending 30.4.09	6 1/2 %	\$13
Peak Tramways Company (new)	50,000	\$10	\$10	Reserve: Tls. 100,000 Tls. 100,000	None	3 1/2 %	\$1.40
Philippine Company, Limited	75,000	\$10	\$10	Reserve: Tls. 100,000 Tls. 100,000	None	...	\$94 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Reserve: Tls. 100,000 Tls. 100,000	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 112 sales
South China Morning Post, Limited	6,000	\$25	\$25	Reserve: Tls. 100,000 Tls. 100,000	None	...	\$234 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	Reserve: Tls. 100,000 Tls. 100,000	40 cents for year ending 31.5.09	7 %	\$104 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	Reserve: Tls. 100,000 Tls. 100,000	60 cents for year ending 31.12.08	5 %	\$124 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	Reserve: Tls. 100,000 Tls. 100,000	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$8 sellers
Watson (A.S.) & Co., Limited	90,000	\$7 1/2	\$7 1/2	Reserve: Tls. 100,000 Tls. 100,000	Final of 30 cts. for 1908	6 1/2 %	\$3 sellers
William Powell, Limited	15,000	\$7 1/2	\$7 1/2	Reserve: Tls. 100,000 Tls. 100,000	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	14 1/2 buyers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	Reserve: \$1,000,000 \$1,000,000	Interim of 12 1/2 % for account 1909	...	\$67 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	20 % interim for 1909	...	\$37 buyers
Castlefield Rubber Estate, Limited	33,550	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	20 % for 1909	...	\$37 buyers
Damansara (Selangor) Rubber Co.	110,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Golconda M. lay Rubber Co.	80,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. (contributory)	123,145	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Kamuning (Perak) Rubber Ltd. & Co.	950,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. do. A shares	105,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. do. B shares	180,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Kuala Lumpur Rubber Co., Limited	180,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Linggi Plantations, Limited (ordinary)	900,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. do. (7% pref.)	10,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. do. (5% pref.)	2,500	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Ledbury Rubber Estate, Limited	6,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Do. do. (contributory)	40,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Sagga Rubber Company, Limited	20,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Sandycroft Rubber Company	1,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Shelford Rubber Company, Limited	80,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Shelford Rubber Estate, Limited	65,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Singapore & Johore Rubber Company, Limited	2,500	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Sungei-Choh Rubber Estate Company, Limited	45,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers
Sungei Kaper Rubber Company	110,000	\$1	\$1	Reserve: \$1,000,000 \$1,000,000	None	...	\$37 buyers

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